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Cordillera of Bogotá, red could be used to represent the Tierra Caliente, brown for the Tierra Templada, and blue for the Tierra Fria. In this way temperature and relief would go hand in hand.

How far the use of a logical colour scheme is evident on anthropogeographical and allied maps I shall not attempt to discuss here, as a treatment of this theme, to be in any way of value, would carry me too far. But I should like to say—an opinion which many share with me—that many of our economic maps, apart from their technical inferiority, are woefully lacking in colour logic and a critical selection of their subject matter.

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## GEOGRAPHICAL RECORD.

### AFRICA.

**THE KOMATI POORT COALFIELD.**—The Geological Survey (Transvaal Mining Department) has begun the publication of a series of descriptive Memoirs dealing with special areas of the Transvaal. The second of this series, entitled "The Geology of the Komati Poort Coalfield," gives a connected account, including geological maps and sections, of the character, behaviour, and distribution of the coal-bearing strata of that district. The author, Mr. H. Kynaston, Director of the Geological Survey, also describes the associated sedimentary and igneous rocks and the general relations, position and age of the entire series. There is little doubt that the coal is a sedimentary deposit consisting of the fragmentary remains of the luxuriant vegetation which flourished during portions of the Karroo period in South Africa. The principal drawback is the prevalence of intrusive sheets and dikes of igneous rock throughout the coal-bearing strata. The prevailing character of the coal is anthracitic. The field occupies about 150 square miles. The great thickness of the coal-bearing strata, the promising nature of the early results and the accessibility of the northern and perhaps better part of the field give a satisfactory aspect to the economic proposition.

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### AMERICA.

**WORK OF THE COAST AND GEODETIC SURVEY.**—In the report of the Superintendent for 1907, the results of the investigation of the earth's figure, based on geodetic operations in the United States, are merely mentioned because they were communicated to the International Geodetic Association in a report which has been published.

The thorough test of nickel-steel (invar) tapes for the measurement of primary bases has demonstrated that the adoption of these tapes in place of the steel tapes formerly used is a distinct advance in base measurement. It is much less difficult to keep the temperature errors within the required limit with invar than with steel tapes.

Throughout the year the measurements of the earth's magnetism were made

at places distributed over most of the States and Territories of this country and at numerous places at sea along the Atlantic and Pacific coasts of the Americas and in Porto Rico and the Philippines. Five magnetic observatories were maintained and important seismological data were also secured.

Appendix 6 gives the concluding part of Dr. Harris's Manual of Tides, treating of river tides, tidal currents, permanent currents, lake tides, seiches, etc. The dependence of permanent ocean currents upon prevailing winds is pointed out. Seiches are shown to exist in harbours and other tongues of water as well as in lakes, though their character is different in some respects.

Another appendix describes the Long Wire Drag invented for detecting erratic obstructions of small extent in navigable waters. The drag is a wire varying in length from 480 to 1,400 feet, supported at intervals and maintained at any desired depth below the surface. It is towed by launches and in the area so searched no elevation of the bottom above the depth at which the wire is suspended can escape detection.

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ANALYSES OF JAMES RIVER WATER.—The investigations of the U. S. Geological Survey show that the James River carries past Richmond, Va., every year, 1,100,000 tons of mineral matter, 380,000 tons being held in suspension as silt and the remainder being composed of dissolved matter. The suspended matter in the stream is derived almost entirely from soil under cultivation and represents a loss of the finest and richest loams of the area. Probably each acre planted to crops in the James drainage area loses annually from half a ton to a ton of its best soil. This results in a rapid decrease in fertility and increased bills for fertilizers used to restore it.

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ASSOCIATION OF AMERICAN STATE GEOLOGISTS.—*Economic Geology* (Vol. 3, No. 4) reports the organization in Washington on May 13 of an association of this name. Twenty of the State geological surveys were represented at the meeting. H. B. Kummel of New Jersey was chosen president, H. F. Bain of Illinois, secretary, and J. H. Pratt of North Carolina was appointed to act with them forming an executive committee. Messrs. W. B. Clark of Maryland, I. C. White of West Virginia, and J. H. Pratt were appointed a committee to investigate the distribution of documents by the various surveys. John M. Clarke of Albany was appointed to represent the State geologists on the general committee on nomenclature, now being organized with Samuel Calvin of Iowa and E. A. Smith of Alabama as associates. A resolution was adopted to the effect that, as the country is facing serious problems relating to the preservation of our national resources and the care of our forests, minerals, soils and water, the Association "respectfully suggests that state and federal appropriations for topographic surveys be increased and that more immediately the federal appropriation be increased for this work to meet the state appropriations now available." This was done in the belief that a contour-topographic map of the country is necessary to the intelligent solution of the above and other important problems.

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TRANSPORTATION BY WATER (1906) IN THE UNITED STATES.—*Bulletin* 91 of the Census Bureau treats this subject, but reserves full details for separate reports. There has been an increase since 1889 in the number and magnitude of the operations on all interior waters except the Mississippi River and its tributaries, where the tonnage of steam vessels and number of persons employed have actu-

ally decreased. Steam vessels on the Great Lakes and the Pacific Coast have increased in size. Details of navigation on individual waterways are not given in this report. We cannot find, for example, the facts relating to Ohio River navigation, as the statistics of the river are not separately printed, but are merely included under "Mississippi River and Its Tributaries." The net tonnage of vessels passing through St. Marys Falls (Soo) Canal in 1906 was over three times as great as that for the Suez Canal and over seven times as great as that for the Kaiser Wilhelm Canal. This is the more remarkable because the Suez and Kiel canals are open the entire year, while the St. Marys Falls Canal is open to traffic for only about eight months.

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COMPLEXITY OF THE GLACIAL PERIOD IN NORTHEASTERN NEW ENGLAND.—Under this title Mr. Frederick G. Clapp presents (*Bull. Geol. Soc. of Amer.*, Vol. 18, pp. 505-556) the evidence for several distinctive stages of Pleistocene glaciation in New England. There has been until recently a prevailing belief among geologists that New England was unlike the other northern divisions in that it was subjected to only one ice advance and retreat, which has been correlated with the Wisconsin glaciation of the Mississippi Valley. Mr. Clapp's paper is an account of the various observations in northeastern Massachusetts, southeastern New Hampshire, and southern Maine, pointing to a succession of ice invasions and drifts in that part of New England. The testimony he presents and his own field work have convinced him that many of the phenomena observed can be explained only by the invasion of New England by at least three ice sheets separated by time intervals of long duration. Many difficulties, however, are found in the solution of Pleistocene problems in this field and absolute correlations are not yet possible.

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EARTH MOVEMENTS IN CALIFORNIA.—A full discussion of the results obtained in the investigation by the Coast and Geodetic Survey of the effect of the San Francisco earthquake of April, 1906, on the triangulation covering the region near the great "fault" on the surface of the earth from Point Arena to Monterey Bay, 200 miles, is published as appendix 3 to the *Report* of the Superintendent for 1907. The conclusions reached may be stated as follows:

During an earthquake in 1868 or about that time, about 1,000 square miles of the earth's crust in the region immediately north of San Francisco were permanently displaced to the northward about 5.2 feet and the indications are that this whole area moved as a block without distortion or rotation.

During the earthquake of April 18, 1906, earth movements took place as follows: Points on opposite sides of the fault moved in opposite directions—those to the east of the fault in a southerly direction and those to the west in a northerly direction. The displacements of all points were approximately parallel to the fault. The displacements on both sides of the fault decrease in amount as the distance from the fault increases. Points on the western side of the fault were displaced on an average about twice as much as corresponding points at equal distances on the eastern side.

The conclusion was reached from both leveling and tide observations in parts of San Francisco, both sides of the Golden Gate and Sausalito, north of the Golden Gate, that there occurred no change of elevation of sufficient magnitude to be detected with certainty.

THE METEOR CRATER OF CANYON DIABLO, ARIZONA.—Dr. George P. Merrill of the U. S. National Museum has been studying the question of the possible meteoric origin of the remarkable craterform depression a few miles south of the Santa Fé Railroad in Coconino County, Arizona. His report, with fifteen plates of photographs, is printed in the Smithsonian *Miscellaneous Collections*, Vol. 4, Part 4. After describing the geology and physiography of the region, the appearance of the crater and its floor, the results of borings, the meteoric irons found, etc., he considers the evidence for and against the meteoric hypothesis which inclines him to the view that the depression is the result of impact by a meteoric body. He says it is difficult to conceive of the smashing and metamorphism of the sandstone on any other ground than that of impact. The slightly disturbed and unchanged condition of the deeper-lying sandstone seems to prove the superficial character of the phenomenon. The failure thus far to find a large intact mass within the crater may be explained on the ground that a considerable portion of it was volatilized by the intense heat generated at the moment of striking the surface and the comparatively small residual has largely succumbed to oxidation. The borings thus far do not disprove the presence of a large quantity of fragmental meteoric iron, although tending to show that no large mass lies buried there.

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PUBLICATIONS OF THE U. S. GEOLOGICAL SURVEY,—*Bulletin* 328 is a discussion of the auriferous gravels of the southern and northwestern parts of Seward Peninsula, Alaska. Including 1906, the value of the gold production was nearly \$40,000,000, most of it derived from placers, though a small amount was obtained from auriferous quartz veins. A history of the development of the mining industry is given by Alfred H. Brooks, a description of the geography and geology by Arthur J. Collier, an outline of the economic geology by Brooks, and more than half the book is an account of the placers by Brooks, Collier, Frank L. Hess and Philip S. Smith. Abundant map material accompanies the text. The main purpose is to meet the present wants of the miner and prospector in this region. This classification of the placers is given on p. 142:

Creek placers: Gravel deposits in the beds and intermediate flood plains of small streams.

Bench placers: Gravel deposits in ancient stream channels and flood plains which stand from fifty to several hundred feet above the present streams.

Hillside placers: A group of gravel deposits intermediate between the creek and bench placers. Their bedrock is slightly above the creek bed, and the surface topography shows no indication of benching.

River-bar placers: Placers on gravel flats in or adjacent to the beds of large streams.

Gravel-plain placers: Placers found in the gravels of the coastal or other lowland plains.

Sea-beach placers: Placers reconcentrated from the coastal-plain gravels by the waves along the seashore.

Ancient beach placers: Deposits found on the coastal plain along a line of elevated beaches.

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STATE SCIENTIFIC BUREAU IN MARYLAND.—A State Forestry Bureau, of which Professor Clark of the Geological Department of Johns Hopkins University is executive officer, has recently been established. Two other bureaus, established by the Legislature and maintained at the expense of the State, are carried on in connection with the Geological Department of the University. They are the Maryland Geological and Economic Survey and the Maryland State Weather Service. Professor Clark is the director of both these organizations, which are concerned with a study of the geology and physical features of Maryland. The

work is conducted under his direction mainly by the instructors and students of the department.

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THE NEW TRANSCONTINENTAL RAILROAD.—The opening of the Guatemala Railroad from the Atlantic to the Pacific Coast occurred in January last. Puerto Barrios on the Caribbean is now joined by rail with the port of San José on the Pacific, the line being 270 miles long and providing the third transcontinental railroad in Latin America, the first being that of Panama and the second that of Tehuantepec. More than 200 miles of the road in two sections have been in operation for many years. The closing of the gap between the Atlantic and Pacific sections, begun in 1904, was a work of great magnitude and was completed at a cost of about \$4,500,000. Guatemala produces annually about 700,000 bags of coffee, grown chiefly on the Pacific slope and heretofore exported from the Pacific ports. The crop will probably be sent over the railroad for shipment on the Atlantic coast to the United States and Europe. The banana trade will also supply large business for the road.

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SHALER FUND EXPEDITION TO SOUTH AMERICA.—Last spring a large number of the alumni of Harvard contributed to the President and Fellows of Harvard College the sum of \$30,500 to commemorate the long services of the late Prof. N. S. Shaler. A sum was set apart for the erection of the memorial tablet. The income of the greater part of the fund will be devoted to the support of research in the Geological Department and to the publication of results.

The first work undertaken with the aid of the fund is an expedition to South America in charge of J. B. Woodworth, assistant professor of geology in Harvard University. He will be accompanied by Mr. Winthrop P. Haynes, assistant in geology and Prof. Robert DeC. Ward, professor of meteorology at Harvard. The chief purpose is to examine the Permo-Carboniferous conglomerates of Brazil with reference to the agencies or agency concerned in their erosion, transportation and deposition with special reference to the question of Carboniferous glaciation. Professor Ward's work will relate to climatic conditions and the collection of material for the course in South American geography which has been established under his charge in the University. When the rainy season opens in Brazil Mr. Woodworth will visit the coast of Chile, *via* Buenos Aires, Neuquen and the Lago Nahuel Huapi, across the Andes to the coast at Valdivia, to study the elevated shore lines between that point and Valparaiso with a special view to determining whether this uplift was *en masse*, as Darwin believed, or by repetitive faults, such as have been brought to light in North America.

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## ASIA.

RAILROAD PROJECTS IN CHINA.—The Chinese Ministry has published its long programme of railroad projects and announces that it will be the policy of the Government to carry out the entire scheme as soon as possible. A French translation of the programme has been published in *La Politique Indo-Chinoise* from which the following facts are taken:

Peking will be the centre of four trunk lines extending generally in the direction of the cardinal points. From these trunk lines are to extend many branches

and from the branches a large number of subsidiary lines which will be feeders for the more important roads. The four main lines are these:

1. The southern line from Peking to Canton now in operation from Peking to Hankow and in course of building south of the Yangtse River towards Canton. Length about 1,200 miles.

2. The northern line, now completed to Kalgan, near the southern edge of the Mongolian plain, and to be extended across Mongolia, to Urga and on to Kiakhtha on the Siberian frontier. Length about 900 miles.

3. The eastern line will utilize the road now in operation from Peking to Tientsing, Shanhaikwan and Sinminting (with a branch to Mukden), north to Tsitsikar near the Siberian R. R. and then to Aigun on the Amur River, at the Siberian frontier. Length, more than 1,000 miles.

4. The western line, starting from Pingyang on the Peking-Hankow road, will touch Taiyuan, the capital of Shansi, then Si-ngan, the capital of Shensi, then on to Lan-tschow on the upper Hoang River, pass into Tibet to the north of Kuku Nor and cross Chinese Turkestan to Ili or Kuldja, about 2,000 miles from Peking.

The proposed branch roads and their feeders are numerous and extend so far west that Peking is by no means the geographical centre; Si-ngan is more nearly the central point of the radiation of the vast system.

The programme embraces a railroad across southern Tibet to unite on the south side of the Himalayas with the British lines in India; a network of railroads in the rich province of Szechuen; western lines running to the frontier of Tonkin to unite with the lines the French are constructing in that colony; lines joining the north and south trunk road with Port Arthur, Kiao-chau, and Shanghai. The leading towns will all be centres of radiating lines. From Canton, for example, one road will lead far to the east to Amoy, another to the northwest to Kwei-lin, a large city of Kwang Si province; a third to the Portuguese port of Macao, and a fourth to the peninsula just north of Hongkong.

This is a larger scheme of railroad development than has ever been projected by any other nation excepting as the gradual result of evolution. The Chinese seem to prefer to build their own railroads, and probably many of the plans now formulated may not be realized for a long time. But the Empire is in earnest in the demand for railroads as fast as they can be built.

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THE AMUR RAILROAD.—The Russian Duma in April passed a bill for the construction of a railroad along the banks of the Amur River. The line will branch off from the existing route at a point apparently west of Chita and will follow the course of the river in its vast semi-circular sweep until it unites with the Ussuri Railroad at Khabarovsk. It will thus fill a wide gap and will give access by rail to Vladivostok, through territory that has long been in Russian possession. The cost of building and maintaining the road will be very great, but the line is regarded by the Russian Government as a necessity. It is believed that China will exercise her right to buy the Manchurian lines, one of which now gives access to Vladivostok. She is entitled to purchase these roads both from Russia and from Japan thirty-one years hence. If China should complete the purchase Russia would have no control over means of communication with her maritime territory, except by a river, exceedingly difficult to navigate, and frozen for several months every year. The road will be over 1,300 miles long. Rugged

mountains must be crossed and, owing to the liability of the Amur to floods, the bridge work will be very heavy. Ultimately the economic results are expected to be large, as a great agricultural population may be settled along the eastern part of the line.

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### AUSTRALIA.

TERRITORY OF NORTH AUSTRALIA.—By vote of the Parliament of the State of South Australia on December twentieth last its Territory of North Australia, which had been in its possession for forty-four years, was ceded to the Commonwealth of Australia. The State has expended about \$10,000,000 in establishing government over the Territory and taking the preliminary steps to develop it. The cost, however, has been a severe drain upon the treasury, the State has been unable to raise funds to extend its north and south railroad across the continent further than Oodnadatta, only a fourth of the distance to the northern shores of the Territory, and the citizens feel that the other parts of the Commonwealth should share the burden.

It is believed that this transference of the control of the Territory to the Federal Government will most favourably affect the interests of that large region possessing tropical resources and grazing possibilities capable of great development. The Australian journals express the belief that some day the Territory will become the sixth State in the Commonwealth. One of the first results, it is thought, will be the building of the proposed transcontinental lines. The Commonwealth is expected to complete the north and south road connecting Adelaide with Port Darwin; and leading men of South Australia say that as the Northern Territory is no longer a drain upon the treasury of that State, she will be able to build the proposed line from Adelaide to Kalgoorlie, the central point of the West Australian gold fields. The east and west transcontinental line will thus be completed, as Kalgoorlie is already connected by rail with Perth and Fremantle on the west coast.

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### POLAR

AN EXPEDITION TO SPITZBERGEN.—It is expected that Professor Gerard de Geer, Rector of the University of Stockholm, will lead a scientific expedition to Spitzbergen this summer, for geological and geographical research at the cost of the Swedish Government.

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### EDUCATION.

PROFESSOR PENCK WILL LECTURE AT COLUMBIA.—Dr. Albrecht F. C. Penck, Professor of Geography at Berlin, has been appointed by the Prussian Ministry of Education to serve as Kaiser Wilhelm Professor for 1908-9 in this country and has been assigned to a seat in the Columbia University faculties of Pure and Political Science. He will give courses in historical and physical geography.

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EXERCISES IN PHYSICAL GEOGRAPHY.—The *Official Register* of Harvard University (April 15, 1908) says that much time was given in the spring and summer of last year to the preparation of a series of practical exercises in Physical Geog-



raphy for use in schools. There has been increasing need of such exercises for a number of years past, in order to give a more disciplinary quality to the study. A serious difficulty was encountered in the preparation of the ideal diagrams of typical land forms, on which a number of the exercises are based. No professional artist could be found who combined a sufficient knowledge of the subject with a trained delicacy of handiwork, and Professor Davis had to prepare all the drawings himself.

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**SOUTH AMERICAN GEOGRAPHY AT HARVARD.**—A course on the geography of South America was introduced in Harvard University during the past school year. It was in charge of Professor Robert DeC. Ward. The course presents a general view of the physiography, commercial geography, and climatology of South America (including Central America and the West Indies) as a whole, and of the political divisions separately. No text-book is used, but reference is made to the standard books on South America, as well as to articles and reports. Special attention is paid to climatology and to the control of the climates over habitability, occupations, travel, transportation, etc.

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#### VARIOUS.

**THE BUREAU OF STATISTICS OF THE DEPARTMENT OF COMMERCE AND LABOR,** Washington, has issued the "Statistical Abstract of the United States" for 1907. A considerable number of new tables have been added. They relate to various industries and broaden the scope of the information supplied by this annual concerning important industries of the country.

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**MR. HERBERT L. BRIDGMAN** represented the United States at the International Polar Congress which convened at Brussels on May 29.

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**AT THE MEETING** of the Royal Geographical Society in May Major Leonard Darwin, son of Charles Darwin, and long active in the work of the Society, was elected its president for the ensuing year.

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**PROFESSOR EDWARD L. STEVENSON,** of Rutgers College, will give a course on the Geography of the Fifteenth and Sixteenth Centuries at Johns Hopkins University.

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**THE CLASSIFIED CATALOGUE** of the Carnegie Library of Pittsburgh (1902-1906), Part 4, contains 16 pages of lists of general books on geography and travel, atlases and maps. Many similar works relating to parts of the world are classified under countries. Short explanatory notes are appended to many entries.

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**THE IMPERIAL RUSSIAN GEOGRAPHICAL SOCIETY** has published a volume of 297 pages devoted to the methods suggested and practiced for the exploration of lakes by the members of the Permanent Commission for the Exploration of Russian Lakes, attached to the Department of Physical Geography in that Society.

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**PROFESSOR A. LAWRENCE ROTCH,** founder and director of the Blue Hill Meteorological Observatory, has been elected an honorary member of the Royal Meteorological Society of London.

THE BOSTON SOCIETY OF NATURAL HISTORY has voted the Walker Grand Honorary Prize of \$1,000 to Dr. Grove Karl Gilbert of the U. S. Geological Survey. This award is made once in five years under the terms of the will of the late William Johnson Walker, "for such scientific investigation or discovery in natural history as the council may think deserving thereof; provided such investigation or discovery shall have first been made known and published in the United States of America."

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THE U. S. LAKE SURVEY has just issued *Bulletin* 18 describing the constantly changing conditions of lake navigation which cannot adequately be shown on the charts. It will be current during the two years, 1908-1909, and supplements will be issued monthly, during the navigation seasons, to give sailors notice of any changes affecting the published matter of the *Bulletin*.

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THE BLACK-BULB THERMOMETER *in Vacuo*.—For comparative measurements, of a crude sort, of the intensity of solar radiation the black-bulb thermometer *in vacuo* has been a good deal used, although the instrument itself is far from satisfactory and its readings do not really give results which are of any great importance. This "solar maximum thermometer," as it is also called, has been designated the *bête noire* of meteorologists. In a recent number of *Symons's Meteorological Magazine* (Feb., 1908), Dr. W. N. Shaw, of the British Meteorological Office, suggests that instead of the black-bulb thermometer *in vacuo* a thermometer with its bulb blackened, but not sheltered by a vacuum jacket, be used. Observations of this instrument, Dr. Shaw suggests, would be of considerable climatic value because the conditions of exposure would be similar to those of natural objects. Thus, "a pedestrian in a frock coat and a silk hat is a walking example of a black bulb not *in vacuo*, just as the same gentleman in the shade, with his coat off, is the personification of the wet bulb." It is a well-known fact that the black-bulb thermometer *in vacuo* really furnishes no data which are of any general application, while the desire to devise some way of measuring and of indicating the temperature that human beings actually feel is widespread. These so-called "subjective," or "sensible" temperatures are not recorded by the wet-bulb, nor by the dry-bulb thermometer. The black-bulb thermometer without the vacuum would give one element in the complex combination of causes which work together to produce the temperature which we actually feel. R. DEC. W.

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METEOROLOGICAL OBSERVATIONS AT TRISTAN DA CUNHA.—*Symons's Meteorological Magazine* (February, 1908) reports the establishment of a second-order meteorological station on the island of Tristan da Cunha, in lat. 37° S, in mid-Atlantic. This step is due to the South African Philosophical Society. The observer is the Rev. Mr. Barrow. R. DEC. W.

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UNDERGROUND DWELLINGS IN HOT WEATHER.—In a recent account of a journey through Luristan, Arabistan and Fars (*Petermann's Mittheilungen*, II-IV, 1907), Ernst Herzfeld describes the underground dwellings at Dizful. The modern town lies on a high accumulation of rubbish, which, as well as the rock beneath, is honeycombed with passages and cellars. There are, as a rule, three tiers of dwellings, arranged one above the other. When the weather becomes hotter, the natives retreat farther and farther underground, into the cellars. R. DEC. W.

## OBITUARY.

ALBERT DE LAPPARENT.—This distinguished French geologist died in Paris on May 5. Born at Bourges in 1839, the son of an engineer, he was appointed assistant keeper of the École des Mines in 1864. Eleven years later he became professor of geology and mineralogy at the Institut Catholique, Paris. In 1897, he was elected to the Académie des Sciences and last year succeeded Berthelot as Permanent Secretary of that body. The distinguished position he occupied for many years was due not so much to his contributions to original research as to his talent for the philosophical discussion of all investigations regarding the history of the earth. It was de Lapparent's genius for luminous presentation of all sides of geological science that won the high position which his "Traité de Géologie" has held ever since it first appeared in 1881. This indispensable book of reference, first issued in a single volume, had been expanded to three volumes with over 2,000 pages when the fifth edition was printed two years ago. It will remain its author's best monument and will be regarded hereafter as an ample exposition of the condition of the science at the beginning of the twentieth century. Among his other works were "Cours de Minéralogie" (1884), "La Formation des Combustibles minéraux" (1886), and "Le Siècle du Fer" (1890), which was the most popular of his books. He was an excellent public speaker, a man of many friends and sincerely devoted to the Roman Catholic faith.

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We regret to record the death on the 7th of April of Mr. Ernest Delibes, the revered President of the Société de Géographie et d'Études Coloniales de Marseille.

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## NEW MAPS.

## AFRICA.

EGYPT.—Scale, 1:50,000, or 0.7 statute mile to an inch. Sheets II-I, N. W.; IX-I and IX-II, S. W. Survey Department, Cairo, Egypt, 1908. (Price, 50 mills.)

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GERMAN EAST AFRICA.—Kartenskizze der Hochländer westlich der Ostafrikanischen Bruchstufe. Scale, 1:1,500,000, or 23.67 statute miles to an inch. Between 2° and 4° 30' S. Lat. and 34° and 36° 30' E. Long. *Zeitsch. of the Berlin Geographical Society*, No. 4, 1908.

Illustrates a preliminary report by Fritz Jaeger on his explorations in the region of interior drainage in German East Africa. The map shows the salt lakes, extinct craters, and the great East African fault from Lake Natron in the north to Mount Hanang in the south.

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GERMAN EAST AFRICA.—Die grossen Panganifälle. Scale, 1:30,300, or 0.47 statute mile to an inch. *Mitt. a. d. Deutsch. Schutzgeb.*, Vol. 21, No. 2, Berlin 1908.

A detailed sketch map, based on Selke's surveys in 1907, of the lower Pangani in North-Eastern German East Africa.